The Hongkong Telegraph.

N°. 2652. MONDAY, SEPTEMBER 29, 1890. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$8,168,062.50
RESERVE FUND 5,482,127.00
RESERVE LIABILITY OF PROPRIETORS 8,168,062.50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq.	A. MCCONACHIE, Esq.
W. H. FORBES, Esq.	S. C. MICHAELSEN, Esq.
H. HOPPIUS, Esq.	L. POESNECKER, Esq.
Hon. J. J. KESWICK.	D. R. SASSOON, Esq.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 11th September, 1890. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [19

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. [709

Intimations.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(Established A.D. 1841).

THE HONGKONG DISPENSARY,
HONGKONG.

WHOLESALE AND RETAIL DRUGGISTS.
ANALYTICAL.
FAMILY, DISPENSING, and GENERAL CHEMISTS.
PERFUMERS.
PATENT MEDICINE PROPRIETORS.
SEEDSMEN.
WINE and SPIRIT MERCHANTS.
CIGAR IMPORTERS, &c., &c.

Manufacturers of
AERATED WATERS
By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.
Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.
We beg to state that we import Drugs, Chemicals, and Goods of every kind of the best description only—no other quality is kept in stock.
Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our constituents the benefit of a considerable reduction in the price of all our Specialities as compared with similar articles sold elsewhere.
☞ *We wish it to be clearly understood that our prices cannot be beaten by any other firm in the Colony; and we trust it will soon become generally known that, quality for quality, our charges all round compare favourably with local rates, and in most instances with those ruling at home.*
Experienced qualified English Assistants ONLY are employed in the preparation and dispensing of Medicines.

GOODS FOR COAST PORTS.
Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and upwards are sent freight or postage paid.
Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & Co., LD.
THE HONGKONG DISPENSARY.
HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI, 24, Nankin Road.

BOTICA INGLEZA, MANILA, Escolta, 14.

THE CANTON DISPENSARY, CANTON, Canal Road.

THE DISPENSARY, FOOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENTSIN.

LONDON OFFICE,
166, Fenchurch Street, E.C.
Hongkong, 16th April, 1890. [1056

FLOWER AND VEGETABLE SEEDS.

SEASON 1890-1891.

BY APPOINTMENT.

A. S. WATSON & Co., LIMITED,
Established A.D. 1841.

WE have received our New Season's importations direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.
Descriptive Catalogues for ordering from (containing hints for gardening) will be sent post free on application.

Orders from one Person $5 to $10 allowed 25 per cent. discount.
Orders from one Person over $10 allowed an extra 5 per cent. discount.
Single Packets at List Prices.

WATSON'S PATENT DRYING BOTTLES.
By the use of these Bottles, Seeds and Goods of all kinds, that are susceptible to the destroying influence of moisture can be kept in good condition everywhere.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 22nd September, 1890. [1333

HONGKONG CRICKET CLUB.

THE Ground is now opened for practice and Lawn Tennis.
Gentlemen desirous of proposing New Members will find Lists for that purpose in the Hongkong Club and Cricket Club Pavilion.
The opening Match *First Twelve v. All Comers* will be played on Friday and Saturday, 3rd and 4th October. Intending players will please sign their names on the Lists which are lying in the Hongkong Club and Cricket Club Pavilion.
There are three vacancies in the *A Class* Lawn Tennis. Members wishing to compete will please send in their names to the Hon. Secretary before the 1st October.
Holders of Lockers are requested to send in their names with the number of their Lockers to the undersigned before the 1st October. Members desirous of holding Lockers should also send in their names.

ARTHUR K. TRAVERS,
Hon. Secretary.
Hongkong, 19th September, 1890. [1336

Intimations.

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.),

WE have now opened out in the GENTLEMEN'S OUTFITTING DEPARTMENT our first delivery of Goods for AUTUMN WEAR, comprising:—
SCARFS, SCARFS, SCARFS, in new shapes and patterns.
CASHMERE and MERINO HALF-HOSE, a large assortment.
SILK and SPUN SILK SOCKS, for evening wear.
MERINO and CASHMERE VESTS and PANTS.
NEW SHAPES in COLLARS.
The DOUGLAS, HOPETOWN, CANNES, SAN REMO, &c., &c.
A wonderfully cheap line of WHITE SHIRTS, price $14 per dozen.
Single and Double TERAI HATS.
FELT HATS, newest shapes and colours.
WHITE BUCKSKIN TENNIS SHOES.
WHITE CANVAS TENNIS SHOES.
BROWN CANVAS TENNIS SHOES.
(PLAIN RED RUBBER SOLES).
A large assortment of WALKING STICKS.
FOOT-BALL and ROWING JERSEYS.
WHITE LAMBS WOOL SWEATERS.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ C. Co., Ld.)
Hongkong, 4th September, 1890. [3

LANE, CRAWFORD & CO.

ARRIVED BY ENGLISH MAIL

LETTS'S

DIARIES,

1891.

LANE, CRAWFORD & Co.

Hongkong, 29th September, 1890. [23

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.
THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.
The TABLE D'HOTE will be supplied with the best the market can provide.
The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.
WINES and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.
Hongkong, 11th August, 1890. [476

KELLY & WALSH, LD.

IT IS NOT GENERALLY KNOWN THAT WE KEEP IN STOCK

BRAMAH and Lever Locks for Ledgers and Private Books.
Pocket Flasks for Picnics.
Rugby and Association Foot Balls.
Dog Collars.
Quill Tooth Picks.
Chess and Draught Boards and Men.
Cribbage Boards and Dominoes.
Tennis Bats and Balls.
Masonic Regalia and Jewels.
Masonic Rituals.
Poker Chips.
Quackenbush's Air Guns and Darts.
Wedding Cake Boxes.
Invitation and At Home Cards ready printed.
Ivory and Boxwood Scales.
Picture Cards and Picture Wire.
Opera and Field Glasses.
Fashionable Fans.
Fish Knives in Cases.
Bouquet Holders and Dish Papers.
Lamp Shades.
Deed, Despatch, and Cash Boxes.
Measuring Tapes.
Curling Pins.
Initial Ormolu Letters for Mounting on to Albums and Presentation Books.
Printed Forms of Wills,—Power of Attorney,—Leases,—Bills of Lading,—Companies.
Annual Returns for filing at the Registrars.
Office,—Shroffs and Servants' Security Forms, a/c Sales and Account Current Paper.
Ring and Book Straps.
Lamp Wick for Hitchcock Lamps.
Travelling Trunks.
Sanitary Paper.
Model Schooners and Cutters.
Copying Presses.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 27th September, 1890. [7

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

TRAVELLING MEDICINE CHESTS (FOTHERGILL), containing preparations in the convenient form of the OVOID CAPSULED PILLS.
ALBOLENE, a valuable toilet luxury.
PURE FRUIT JUICES, Lemon, Raspberry and Strawberry, for the preparation of SYRUPS, BEVERAGES, &c.
CRUICKSHANK'S Cholera Mixture, Anti-Dyspepsia Mixture, Cod Liver Oil Emulsion, Pills Gelatine Coated, Laxative, Liver, Antibilious, Antimalarial, &c., &c.
Hongkong, 11th September, 1890. [892

W. POWELL & CO.

JUST RECEIVED,

TREADLE SEWING MACHINES.
HAND SEWING MACHINES.
FAIRBANKS SCALES to weigh up to 1,500 lbs.
HOUSEHOLD and FAMILY SCALES.
SALTERS SPRING BALANCES.
MILNER'S FIREPROOF SAFES, single and double doors,
FURNISHING IRONMONGERY of every description.

W. POWELL & CO.
Hongkong, 20th September, 1890 [6

CHAMPAGNES.

MAGNUMS, QUARTS, PINTS AND HALF PINTS.

POMMERY & GRENO—Sec and Extra Sec.
VEUVE CLICQUOT—Rich.
BOLLINGER & Co.—Dry and Very Dry.
KRUG & Co.—Sec and Extra Sec.
PIPER HEIDSEICK—Sec and Tres Sec.
PAUL DOMMIER & Co.—Sec.
DUC DE MONTEBELLO—Extra Sec.
BARON HUGO FILS—Cuvée Reservée.
LOUIS RENAU—White Seal.

TRADE MARK — ESTD. 1864.

CALDBECK, MACGREGOR & Co.,
13, Queen's Road.

Intimations.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

SOCIÉTÉ ANONYME,
with a capital of Francs 4,000,000.

Issue of 6,000 Debentures of One Hundred Dollars, each bearing interest at the rate of $8 per cent. per annum.

Applications are invited for $250,000 in 2,500 Debentures of One Hundred Dollars each.

THE Debentures are payable on the 30th September, 1896, or on such earlier day as the principal monies thereby secured shall become payable in accordance with the conditions endorsed thereon. A form of the Debenture can be seen at the Head Office in Hongay and at the Branch Office of the Company at Hongkong.
The Debentures form part of the above issue of 6,000 Debentures, and will be issued at par for sums of $100 each, and will carry interest from the 30th September, 1890, at the rate of $8 per cent. per annum, payable half yearly on the 31st March and the 30th September in each year at the Head Office in Hongay or at the Branch Office of the Company at Hongkong, upon presentation of coupons annexed to the Debentures.
The property of the Company has been conveyed to the Hon. CATCHICK PAUL CHATER as a Trustee for securing the payment of the principal monies and interest payable in respect of the Debentures.
The equivalent of $100 must be paid for each Debenture on allotment.
Failure to pay the sum due on allotment will render the allotment liable to cancellation.
Forms of Applications may be obtained at the Branch Office of the Company at Hongkong.
Applications will CLOSE at NOON, TO-MORROW, the 30th September, 1890.

By Order of the Board of Directors,
CARL GEORG,
Secretary.
Hongkong, 29th September, 1890. [1354

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Seventeenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on MONDAY the 13th October next, at Noon, for the purpose of receiving the Report of the Directors together with Statements of accounts for the year 1889 and for the half year ending 30th June, 1890.
The TRANSFER BOOKS of the Society will be CLOSED from the 4th to 13th October, both days inclusive.

By order of the Board,
N. J. EDE,
Secretary.
Hongkong, 27th September, 1890. [1356

THE IMURIS MINES, LIMITED.

THE FINAL CALL of Five Shillings per Share will be closed on the 1st November, 1890, and Shareholders are requested to pay the same to the Undersigned by Bank demand draft on London in favour of ourselves, on or before that date.
All Calls unpaid on the 1st November, will be liable to interest at the rate of eight per cent. per Annum.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 27th September, 1890. [1360

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ninth Ordinary General MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (noon) on TUESDAY, the 14th proximo.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 26th September, 1890. [1349

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given to Holders of the Shares in the above Company bearing the numbers specified below that unless the call of Ten dollars per share, Five dollars per share of which was due on the 15th November, 1889, and the balance on the 15th February, 1890, be paid, together with interest thereon at the rate of 12 per cent. per annum from the said due dates to the Hongkong & Shanghai Banking Corporation on or before the 15th October 1890 the Said Shares will be liable to be forfeited, and under the provisions of Section X Subsection VIII of the Articles of Association the Board will pass the necessary resolution for the forfeiture of the Said Shares Nos:

6/8	1104/1123	2456/2505
122/126	1477/1511	2801/2815
197/226	1787/1796	2826/2850
357/381	2007/2016	2901/2910
382/391	2282/2301	1527/1576
632/681	2327/2330	2381/2400
807/821	822/ 841	1101/1103

By Order of the Board of Directors.
J. WHEELEY,
Secretary.
Hongkong, 19th September, 1890. [1325

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [918

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.
THE Company's Steamship
"HAILOONG,"
Captain Goddard, will be despatched for the above Ports, TO-MORROW, the 30th instant, at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 27th September, 1890. [1363

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.
THE Company's Steamship
"CHINGWO,"
T. Stainton, Commander, will be despatched for the above Ports, on or about the 30th inst.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 24th September, 1890. [1338

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.
THE Steamship
"CARMARTHENSHIRE,"
Captain Clarke, will be despatched as above on or about the 3rd prox.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th September, 1890. [1090

STEAM TO STRAITS AND BOMBAY, Calling at Colombo if sufficient inducement offers.
THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
Captain C. D. Sams, will leave for the above places, at NOON, on SATURDAY, the 4th October.
E. L. WOODIN,
Superintendent.
Hongkong, 27th September, 1890. [1355

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE,"
Captain Shannon, will be despatched for the above Ports, on MONDAY, the 6th October, at 4 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 29th September, 1890. [1304

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Steamship
"HAMPSHIRE,"
Kerruish, Commander, will be despatched as above, on or about the 1st prox.
For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 24th September, 1890. [1337

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
Captain F. H. Seymour, will leave for the above places, on FRIDAY, the 3rd October, at DAYLIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 22nd September, 1890. [3

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"SINTRAM,"
M. A. Woodside, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 9th September, 1890. [1280

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"GEORGE SKOLFIELD,"
Dunning, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 27th August, 1890. [1227

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A NEMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 30th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 27th September, 1890. [1358

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 27th September, 1890. [1357

Intimations.

DAKIN BROS. OF CHINA, LIMITED,

DISPENSING CHEMISTS.

SELECT MEDICINAL PREPARATIONS.

ASTRINGENTS, DIARRHŒA & CHOLERA REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, $1.50 and $3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is Sedative, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhœa. In bottles, 35, 75 cents, $1.50 and $2.75.

Dr. Rubini's Essence of Camphor.—Valuable for simple Diarrhœa, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian Bael (*prepared from the unripe fruit of the Ægle Marmelos*).

Of great service in Diarrhœa and Chronic Dysentery. Per bottle, $1.

Dietetic Bael.—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, $1.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 1st September, 1890. [52

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

☞ In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. *(For Invalids and general use.)*

		Per dozen Case.	Per Bot.
A	Alto Douro, good quality, Green Capsule	$10	$1.00
B	Vintage, Superior quality, Red Capsule	12	1.10
C	Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D	Very Fine Old Vintage, extra superior, Violet Capsule *(Old Bottled)*	18	1.50

SHERRIES.

A	Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B	Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C	Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC	Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D	Very Superior Old Pale Dry, choice old wine, White Seal Capsule	14	1.50
E	Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule *(Old Bottled)*	14	1.50
		Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.

CLARETS.

A	Superior Breakfast Claret, Red Capsule	$4	$4.50
B	St. Estephe, Red Capsule	4.50	5.00
C	St. Julien	7	7.50
D	La Rose	11	12.00
		Per doz. Case.	Per Bot.

BRANDY.

A	Hennessey's Old Pale, Red Capsule	$12	$1.10
B	Superior Very Old Cognac, Red Capsule	14	1.25
C	Very Old Liqueur Cognac, Red Capsule	18	1.50
D	Hennessey's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	24	2.00

SCOTCH WHISKY.

A	Thorne's Blend, White Capsule	8	0.75
B	Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C	Watson's Abelour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D	Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E	Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A	John Jameson's Old, Green Capsule	8	0.75
B	John Jameson's Fine Old, Green Capsule	10	1.00
C	John Jameson's Very Fine Old, Green Capsule	12	1.10
	GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name.	10	1.00

GIN.

A	Fine Old Tom, White Capsule	4.50	0.40
B	Fine Unsweetened, White Capsule	4.50	0.40
C	Fine A. V. H. Geneva	5.25	0.50

RUM.

	Finest Old Jamaica, Violet Capsule	12	1.00
	Good Leeward Island	$1.50 per Gallon.	

LIQUEURS.

Benedictine	Maraschino
Curaçoa	Herring's Cherry Cordial
Chartreuse	Dr. Siegert's Angostura Bitters, &c.

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TO SUBSCRIBERS.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application; *The Hongkong Telegraph's* number at the Telephonic Central Exchange is No. 1.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 29, 1890.

TELEGRAMS.

THE TWO EMPERORS.

LONDON, September 18th.

A meeting has taken place at Liegnitz between the Emperors of Germany and Austria.

SLAVERY IN ZANZIBAR.

September 20th.

The reported issue of the slavery decree by the Germans is denied.

IRISH M.P.'S ARRESTED.

Messrs. Dillon and O'Brien have been arrested for inciting the Irish tenantry to withhold payments of their rents.

THE FLOODS IN FRANCE.

September 26th.

The damage by floods in France is estimated at two millions sterling.

(From Manila exchanges.)

THE FIRE AT THE ALHAMBRA.

MADRID, September 19th.

The conflagration in the Alhambra Palace destroyed the *salon* and galleries of the Hall of Myrtles, but the greater part of the building was saved.

THE SPANISH MINISTER TO CHINA.

Sr. Guijarro has been appointed Spanish Minister to China.

PORTUGAL.

There are serious disorders in Portugal.

LOCAL AND GENERAL.

THE returns of the number of visitors to the City Hall Museum for the week ending Sept. 28th, are:—Europeans, 147; Chinese, 1,668; total, 1,815.

AT the annual meeting of the St. Andrew's Society, held in the City Hall this afternoon, it was unanimously resolved that a ball be held this year.

IT has been decided to augment the strength of the Royal Engineers by the formation of an additional company for duty in the Straits Settlements.

THE number of newpapers published in all countries is estimated at 41,000 appearing in Europe. Of 300 journals published in Asia, Japan alone has 200.

THE Polo match, A. and S. Highlanders *v.* The Club, fixed for to-morrow, is unavoidably postponed. There will however, be the usual game at Causeway Bay, commencing at 5 p.m.

A SINGAPORE contemporary states that the Hongkong and Shanghai Banking Corporation have acquired certain building properties not far from their present premises there, with the ultimate view of erecting thereon new Bank premises.

SIX swells charged with keeping a Wai-sing lottery agency in Queen's Road Central were before Mr. Wise at the Police Court this morning, when his Worship, without hearing the evidence, remanded the case until Thursday, pending further inquiries by the police. Bail in one surety of $300 for each prisoner was allowed.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess, to-morrow evening, commencing at 8 o'clock:—

Fest March	"Tannhauser"	Wagner.
Valse	"Gris Envolee"	Waldteufel.
Selection	"Beatrice di Tendia"	Bellini.
Cornet Solo	"O, Bitt euch Lieber Vogelles"	Gumbert.
Selection	"Nell Gwynne"	Planquette.

THE Admiralty have decided to recommission the third-class cruiser *Porpoise* (6), 1,770 tons, 3,500-horse power, Commander Richard W. White, for another term of service on the China Station at the conclusion of her present commission. The *Porpoise* hoisted the pennant on Feb. 15th, 1888, and took the place in the China Squadron of the unfortunate gunboat *Wasp* (6), which foundered in the autumn of 1887, whilst on her voyage from Singapore to Hongkong to commence her duties. The *Porpoise* will be recommissioned at Hongkong, a new crew being sent out to her at the end of the year.

WE take the following from a London contemporary:—"Mr. Mowrey, agent for a firm of Mexican contractors, has left San Francisco in the steamer *City of Pekin* for China to secure 8,000 Chinese labourers for building a railway across the Isthmus of Tehuantepec. This line is being built with English capital from the Atlantic to the Pacific, and will save 2,500 miles of sea travel. The agents will secure their men in the interior of China, and will land them free of expense at the Gulf of Tehuantepec. The cost of transportation is estimated at £100,000, but in consequence of the small wages the Chinese will receive a large saving will be effected by their employment."

THE coolie question, says the *Courant*, remains a source of trouble and difficulty in Dell, and it would fain see the business of recruiting in China put into European hands. At present, in that portion of the Chinese empire which furnishes coolie supplies to the east coast of Sumatra, the latter country stands in evil repute as a place where labourers are brought under slavery. The *Courant* hopes much from sending trustworthy Europeans to deal direct with the officials in China, and set matters right with them in this respect personally, without at all depending upon coolie recruiters. The idea seems to be that with Chinese official countenance once made sure of, the prejudice against Dell among the coolie class in China would soon die away.

A SIAM contemporary thus refers to the Chinese question there:—John Chinaman, who floods all countries where he can eke out a scanty livelihood—and wretched indeed must be the land where *he* cannot find means to keep his pot aboiling—gives Siam a pretty wide berth, finding it stale and unprofitable. The total influx of native passengers into Siam amounts to between 12,000 and 13,000 per year, which means about 10,000 Chinese; and careful investigation shows that of these 10,000 Chinese 8,000 leave annually for China, and that at least one-third of them have been in the country before. He finds indeed a land flowing with milk and honey, where he has but to tickle the ground with a hoe and it laughs a harvest for him, but these advantages he finds are more than counterbalanced by the heavy shackles that are laid on his industry and enterprise. And so the heathen Chinee, with a perspicacity that does him credit, seeks other fields where energy and industry are more highly appreciated.

A CHINAMAN named Moy Nam, who had for some time carried on business in Bangkok on behalf of a few firms in Hongkong and Singapore, suddenly bolted a few days ago leaving liabilities said to amount to some $8,000.

THE public present to the departed Hon. A. P. MacEwen is now ready. It consists of a large but not very massive silver-gilt punch-bowl, and two elegant silver vases. A pair of gold bangles were chosen as the gift to Mrs. MacEwen.

IN South Australia, the Government now in power propose to grant a subsidy of £5,000 a year to encourage the establishment of a steamer service between Port Darwin and Java and Singapore, with a view to promoting the export of cattle.

SHIPPING prospects are growing brighter. The vessels on the Manila run have to refuse cargo, and in all directions steamers are being chartered. Between yesterday morning and to-day at noon twenty vessels arrived, nine of them this morning.

SIX months' imprisonment with hard labour was the sentence passed by Mr. Wodehouse, at the Police Court this morning, upon a sneak thief, an old offender, who made off with a sampan that was at anchor in Yau-ma-ti Bay last Saturday night.

THE agents (Messrs. Melchers & Co.) inform us that the Norddeutscher Lloyd's steamship *Neckar*, with the German mails, dated Berlin and Sept., left Singapore for this port at daylight to-day, and may be expected on or about Saturday, the 4th prox.

THE latest revelations in the story of Boulangism include a lively account of a visit which General Boulanger, while in command of a French Army Corps, paid to Prince Jerome Napoleon at Prangins. The object of the conspiracy was to bring about an election of the President of the French Republic by universal suffrage.

MEMO for our Inspector of Markets. At the Singapore Police Court last week three Chinese were charged with cruelty to animals. Inspector McGregor explained that the cruelty in the case was of a rather peculiar kind. Commencing from one a.m. hundreds of ducks were taken to the Ellenborough Market for sale. These ducks were sold by weight, and in order to increase their value the vendors kept a peculiar food composition on which they fed the ducks to repletion. When the birds stopped eating, their owners took the food and crammed it into the ducks till they almost succumbed, after which they were sold. He had frequently warned the prisoners, who still continued the practice. Prisoners were fined 30 cents cents each or two days in default.

A GOOD story is going about concerning Lord Rosebery (says a London correspondent). Near Dalmeny there is a stream which he is in the habit of using for his morning dip. The other day on arriving at the spot his lordship found a couple of old ladies engaged in washing clothes. After a painful pause the noble Earl ventured to explain the delicate character of his mission, and suggested that the ladies should retire while he settled the details. Not a bit daunted, the old ladies told him not to mind them, but to take his ducking; and to encourage him they went on with their washing. He dare not, however, face the good dames in his *deshabille*, and after an embarrassing pause executed a retreat. I think a Primrose's courage might have faced the ordeal. He might, for instance, have made this excuse for the old ladies, that "A Primrose by the river's brim, A yellow Primrose was to them, And it was nothing more."

AT North Berwick last month a two days' exhibition and sale of needlework in connection with the Royal Edinburgh Repository was opened in the Foresters' Hall by our absent Governor, Sir William Des Vœux, who, in the course of his address on that occasion, alluded to the success of the "Scot abroad" and the reason for that. He spoke to the following effect:—"One of the qualities which he believed to be a very important factor in the success of Scotsmen was their pride. Scotsmen, as they would all agree—no doubt there would be little dissent from that—had a great right to be proud—(laughter and applause)—and he could testify that they exercised that right to the full. (Laughter.) The Scotsman, from the very fact that he ought to be to the fore, from the very fact of his thinking so, came to the fore. But all the people could not be successful. There must be a few failures, for the very pride that in the majority brought about success tended in the few to contribute to their failure. He could quite believe what he had had experience of in the colonies might be exemplified in the parent country."

THE British ship *Earl of Zetland*, 1,461 tons reg., of Glasgow, bound from Java ports to San Francisco with a cargo of sugar, left Batavia on the 6th inst., and after calling at Sourabaya and Probolinga, stood out towards the N.E. On Saturday the 12th inst. the Captain showed signs of madness, which quickly increased. He acted most violently, firing guns, trying to kill the men, tearing up the charts and pitching them overboard and otherwise behaving dangerously. He was secured, but fresh difficulties arose. Two of the crew had died of fever at Sourabaya, and one after another the survivors sickened, until it became almost impossible to work the ship. Next morning, when off Horsburgh light, 14 miles from Singapore, the third mate left in a lifeboat for Singapore for assistance. He was picked up about 7.30 a.m. by the *Schwalbe* and brought into that port. He had a letter from the chief officer to the Master Attendant, informing him of the state of affairs. The tug *Bangkok* was sent out at daylight by consent of the Manager of the Tanjong Pagar Dock, to tow the vessel to Singapore, as she was helpless. The *Earl of Zetland* was built at Dumbarton in 1875, and is owned by J. R. Menzies & Co. of Edinburgh. The Captain's name is Cunningham.

LAST week the Hon. S. Brown, Surveyor General, Major Dempster (Acting Superintendent of the Gaol) General Gordon (Acting Captain Superintendent of Police) and Mr. Horspool (Acting Superintendent of Police) perambulated the Government properties known as the Central Police Station, Her Majesty's Gaol, the Police Courts and the vacant ground overlooking Upper Wyndham Street. The inspection seems to have been undertaken for the purpose of deciding upon certain necessary, very necessary, extensions of the now over-crowded Gaol; and the removal of the magistracy from the present cramped site to the long vacant, albeit very valuable, piece of ground abutting on Wellington Street, just below the Inspector's quarters. That the Gaol requires extension, and that the valuable ground which has been so long lying fallow should be put to good use, there can be no doubt whatever. But whether or not it would be better to have the Gaol away outside the town altogether, and use the present building, in a modified form, for police barracks and so provide proper accommodation of the whole Force, are points which don't appear to have met with that consideration from our City Fathers as the exigencies of the times dictate as matters of paramount importance. The estimated cost of the proposed alterations is said to "foot up" to $120,000 at least.

WE are informed that the "Mexican mail" steamer *Amigo* left the Macao roads yesterday at 12.30 p.m., for somewhere in Mexico, with 481 Chinese coolies in the steerage and two cabin passengers.

AT the Police Court to-day John Barry, foreman of the Ordnance Department, prosecuted his cook for attempting to stab him with a huge carving knife last Saturday. Mr. Wise ordered the defendant to find two sureties in $25 each, as guarantee for his good behaviour for three calendar months, or in default to serve a month in H.M. Gaol.

THE survivors of the ship *Oneida*, which was wrecked on a rock at Cook's Inlet, on their arrival at San Francisco related thrilling stories of the disaster. There were 200 Chinese on board, and these fought with a fury positively demoniacal for possession of the boats. They were, however, ultimately beaten off by the white members of the crew, who were all saved. Seventy-five Chinese were drowned. It would appear to have been, with Europeans as well as Chinese, a case of *sauve qui peut*.

THE other day, a transport arrived at Manila from Paragua bringing word of the timely frustration of a piratical attack. The Spaniards have a settlement there in the midst of hostile natives. One day, when the gunboat stationed off the chief town happened to be away, seventy-six boats filled with islanders came along with the intention of taking the inhabitants by surprise. Luckily, just in the nick of time, two other gunboats hove in sight, gave chase to the pirates, and captured seven boats with their crews.

A DELI contemporary says:—The Kwala Tobacco Company (a German venture) has suspended payment, to the no small disappointment of its coolies, who, after delivering produce into the storehouses, may now whistle for their wages. Anything of this kind is generally sure to breed bad blood among mistrustful Chinese, as has already happened more than once in Siak. By law in such cases, the native chiefs have a preferential claim on the assets for land tax, but coolies find it no easy work to get their dues, and in the eye of the law must stand on the same footing as other creditors, though in common fairness their demands should be met first, so as to lessen the risk of riot and disturbance. Meanwhile the high dividends gained by so many tobacco companies in Deli have aroused keen speculative interest in that branch of enterprise, and no stone is left unturned to secure shareholders. Some idea of the prospects held out is given by the prospectus of the Dolok estate in Batu Bahra, now on sale. The seller promises to guarantee to the shareholders six per cent. on the capital to be furnished. He hopes to get for the estate £25,000 cash and £28,000 in shares.

IN addition to the "My Sweetheart" Company the *Glengarry*, which arrived here yesterday from Singapore, brought up two distinguished Chinamen named Ng Liu Chin and Tsai Lo Pui, deportees from Penang to Canton. Detective-Sergeant Messer, of the Penang Force, was in sole charge, and delivered them over to our local Force upon arrival here. They were sent on to Canton yesterday where they have probably, in view of the fact that they were leaders of the dangerous White Lilly Society, become a head shorter than usual. On the run up from Singapore the wives of these desperadoes, who were amongst the passengers, attempted to create a panic on board by suddenly blowing out the lights in the tween-deck and setting up an unearthly yell. Quick as thought Messer knocked the two prisoners senseless with a rap or two of his truncheon, and made the two ladies "fast" to a ring-bolt in the deck by their flowing locks, threatening to annihilate them with a single blow if they dared to scream any more. They were then quiet enough, but protested that they had come into the mens' quarters for the simple purpose of giving their respective husbands assurances of their unfailing fidelity to the last. They put out the lights because they feared the sergeant might see them, and object to the interview. The two prisoners were sentenced to banishment, but seeing that they were sent straight to Canton the object of the Penang Authorities appears to have been to hand them over to the Canton Government, although the latter had made no application for their rendition. Perhaps it is as well that this course was pursued. It was the shortest and surest no doubt.

THE following are the details of the three new steamers building at Barrow for the Canadian Pacific Company, the first of which was launched on August 30th:—In size, form, and speed they are all equal, being 485 ft. in length, 51 ft. beam, with a depth of 36 ft. The tonnage will be 5,700, and the engines, which will develop 10,000-horse power, will drive twin screws; the rig is fore and aft, with handsome clipper bow. The contract specifies a speed on the measured mile of 19 knots and a sea speed of 17½ knots, and an average across the Pacific of full 15 knots. Passenger accommodation is provided for 320 first-class, 50 second-class, and 500 steerage passengers; 4,000 tons of tea will be carried, besides 500 tons of silk, &c. Each steamer will fulfil the British Admiralty requirements, and be fitted as an armed cruiser, carrying four 47-inch quick-firing Armstrongs on turtle deck and eight 3"56 pounder Hotchkiss guns. Great care has been taken in subdivision by numerous transverse and longitudinal bulkheads, rendering the ship unsinkable and yet manageable with any two compartments flooded, special arrangements of the propellers bringing all the shafting in the tunnels into full view of the engineers. Electricity performs no less important functions than the entire lighting and ventilation; four electric fans each deliver day and night 350,000 cubic feet of air per hour. Electric saloon, state-room, 'tween deck, side, and mast head lights are also fitted, and a very powerful search light will be fixed on the bow. Special outside state-rooms are built on the promenade and upper decks; saloons are also provided on upper deck with a library and smoking-room on promenade. There is a special water-tight and vermin-proof silk-room on the upper deck, and side gangway ports for loading and discharging tea. Everything in instruments, compasses, steering gear, hoisting gear, is of the latest pattern and best make, and all the ships' boats are fitted with Captain Andrew's patent principal for immediate lowering, and Hill and Clark's disengaging gear. It is anticipated that as soon as these fine vessels are placed on the line between Hongkong, Yokohama, and Vancouver a very great increase will be assured in the constantly growing trade of the company. The vessels will be called *Empress of India*, *Empress of China*, and *Empress of Japan*.

MUST DAIRIES BE LICENSED?

The re-hearing of the case arising out of Mr. V. Dannenberg's refusal to take out a Sanitary Board licence for the keeping of cattle at his dairy at Wong-nai-cheong, an affair which occupied the attention of Mr. E. Robinson at the Police Court a fortnight ago, came on before Mr. A. G. Wise in the Police Court this morning. Mr. Caldwell appeared for the defendant.

Mr. Caldwell, at the request of his Worship, explained that the defendant, who misunderstood the date fixed by Mr. Robinson for the further hearing of the case last week, did not appear when the case was called on, and in default had been fined $5. Since that he (Mr. Caldwell) had applied for a re-hearing, which had been granted.

George Rae, Assistant Inspector of Markets, said the defendant was summoned under section 30 of the Public Health Ordinance, on the 9th instant, for keeping cattle without a licence from the Sanitary Board. The case was remanded to the 16th instant, when the defendant did not appear, and a fine of five dollars was imposed.

Cross-examined—Mr. Dannenberg had seven or eight head of cattle. The Board brought no charge against him of over-crowding.

Mr. Caldwell said that the case was both fortunate and unfortunate; fortunate because it was as well that the Sanitary Board should have the question thoroughly thrashed out, and unfortunate because it was very hard on his client to be dragged into a magisterial court as defendant in proceedings which, in his opinion, should never have been instituted. His client had absolutely refused to take out a licence for the keeping of cattle because he considered that the Board had no right to make him do so, owing to the fact that his property was a farm lot granted under a special lease. Mr. Dannenberg was the assignee of farm lot No. 46, the lease for which was signed by Sir Hercules Robinson, and ran for 75 years from 1864. Amongst other privileges set forth in the said lease it was allowed to the lessee to graze cattle on the neighbouring hills, outside his farm's boundaries. If the lease was worth anything at all then certainly his client could graze cattle as he pleased, either within or without his farm limits. It certainly conveyed to the lessee the absolute and unconditional right to keep cattle. The question for the Court to decide was whether, the Public Health Ordinance having been passed long after the lease was granted, the Sanitary Board, whose regulations were based on that Ordinance, had any right to step in and interfere with his client's pre-emptive rights.

Mr. Hugh MacCallum, Secretary to the Sanitary Board, said that the Dairy Farm Company Ld. kept cattle on their farm, and took out the usual licence. The defendant kept a dairy farm for the supply of milk to the public.

His Worship was of opinion that somewhat serious issues were involved, and therefore reserved his judgment for a couple of days with a view to giving the matter due consideration.

THE "TAICHOW" IN A TYPHOON.

The Scottish Oriental steamer *Taichow*, Capt. Unsworth, which arrived in port on Saturday evening, reports encountering a severe typhoon on the 24th inst. when to the westward of Hongkong, which disabled her to such an extent that she found it necessary to put back, and call here for repairs. She left Swatow for Bangkok on the 22nd, loaded with fruit and carrying eleven European and 210 Chinese passengers. After leaving Swatow she experienced strong north-east winds until the afternoon of the 24th, when, owing to the heavy sea and severe gale, Captain Unsworth thought best to heave her to. In doing so she got into the trough of the sea and was so severely tossed about that the coal bunker doors were burst open, letting all the coals out into the bilge. In the meantime the typhoon had attained terrific violence, the ship being deluged with water, tons of which poured down the ventilators and broken hatches over the cargo. On trying the pumps it was found that the coals had choked the pipes, and rendered them useless. The water then rose until it extinguished the fires and left the vessel completely at the mercy of the wind and waves. With the assistance of eight sailors, who were going to Bangkok to join a ship, and who were deck passengers, a sail was set, but immediately blown away. As soon as practicable the Europeans (the Chinese passengers refusing to lift a finger) set to work to bale the engine-room out with buckets, and after the most arduous efforts, lasting twenty-four hours, it became possible to re-light the fires. The vessel then got under way again, and made for Hongkong, arriving here about 6 o'clock on Saturday. The passengers speak in the highest terms of the manner in which Captain Unsworth, the officers, and the eight Europeans worked and handled the ship under the trying circumstances. Very little of the cargo is saved. The vessel is expected to be able to proceed to Bangkok on Wednesday, but all the Chinese passengers refuse to go further in the ship, stating that there is some "bad joss" aboard, and demanding the return of their passage money. Very little damage was done to the upper portion of the ship, but the coals were so jammed under and around the boilers that it was necessary to use picks in removing them.

RIFLE CONTEST.

A match between teams picked from the Officers and Sergeants of the A. & S. Highlanders and the Garrison Shooting Club was shot off on Saturday at the Kowloon Ranges. The conditions were as usual, but the light was bad, and the scores were considerably higher than might have been expected, the breakdown of the last man on each side alone spoiling a very excellent average. As it was, the pick of the Regiment only gained the day by two points. At the close Col. Sergt. Boyd, the captain of the winning team, said some nice things about the way the defeated eight kept up the standard here. The scores were as follows:—

OFFICERS & SERGEANTS A. & S. HIGHLANDERS.

	200 yards.	500 yards.	600 yards.	Total.
Cr. Ser. Mack	32	28	29	89
Cr. Ser. Boyd	30	29	28	87
Lieut. Grant	30	26	31	87
Cr. Ser. Hutton	29	27	26	82
Ser. Thomson	32	23	23	77
Cr. Ser. Gunn	31	23	22	76
Ser. Kennedy	28	24	18	70
Ser. Cochrane	30	22	14	66
Grand Totals	239	201	185	625

GARRISON SHOOTING CLUB.

	200 yards.	500 yards.	600 yards.	Total.
B. S. Major Marson	32	30	26	87
Q. M. Ser. Wareham	31	30	24	85
Supty. Clerk Watson	34	23	24	81
Cr. Ser. Adams	32	27	21	80
Captain Carden	28	28	24	80
Q. M. Ser. Williams	23	26	22	71
C. S. Major O'Leary	30	24	16	70
B. S. Major Lee	27	19	20	66
Grand Totals	243	207	173	623

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column).

A CORRECTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In perusing your issue of the 26th inst. I noticed that your representative had an interview with Mr. (or Professor) Church, and Mr. Church informed him that he is making a stop here at the request of H.E. Li Han-chang to examine the mines of the Kwangtung Province, and that he had visited none of the mines yet.

I beg to inform you that whether Mr. Church is staying here at request of H.E. Li Han-chang or not, I know it to be the fact that Mr. Church is under a three months' engagement with Mr. Tong King Sing for the Tien Wah Mining Co. to examine and report on the Tamchow and Tai-yu-shan mines, and that Mr. Church has already been out to the Tamchow and Tai-yu-shan mines, visiting them shortly after his arrival here; and his reports on the mines, as well as on the most suitable process of treatment of the ores, are anxiously waited for by the interested shareholders.

Since Mr. Church returned from Canton about a month ago he has, I understand, been all the time in Hongkong, and what has been occupying his time here at the high rate of pay of $900 per month seems to me most mysterious.

Doubtless Mr. Church will in due course send in his reports on the Tamchow and Tai-yu-shan mines before leaving for America, and I hope they will be satisfactory to the shareholders.

Yours truly,

SHAN KEE,
(A shareholder of the Tien Wah Mining Co.)

Hongkong, 29th September, 1890.

TERRIBLE TYPHOON OFF JAPAN.

THREE SHIPS AND OVER 600 LIVES LOST.

Our exchanges from Japan, received to-day, give details of the terrible typhoon which occurred on the south-east coast of Japan off Kashinsaki, Kushiu, on the 16th inst., in which the Turkish man-of-war *Ertogroul*, with 567 men, the Nippon Yusen Kaisha Co's vessel *Musashi Maru*, with her complement of 65, and the same Company's sailing vessel *Yorinobu Maru*, with 25 hands, were lost.

THE LOSS OF THE "ERTOGROUL."

The *Hyogo News* of the 20th says:—"With respect to the loss of the man-of-war, it has been difficult to glean any very full or very detailed particulars. The two survivors who were brought in here on Thursday night by the *Bojimaru*, while willing to give every information, are unable to agree either as to the time when the wreck occurred or the day on which it occurred. One is the bandmaster and the other a lieutenant. The lieutenant has a slight knowledge of English, but the bandmaster has none at all. For the particulars we have been able to gather we are indebted to the kindness of Mr. Levy, of the International Hotel, where the men were put up, who acted as interpreter. They state they left Yokohama on Sunday—the Yokohama papers say it was Monday—under steam, and that on Tuesday it came on to blow heavily from the north. They, however, managed to keep on until an explosion took place in the engine-room which rent the vessel to pieces, and she sank in five minutes. To use the survivors' own words, or the interpretation given us, every one "went crazy." Captain Ali Bey rushed on to the bridge with a lantern and gave the order to cl ar away the boats. This was done, but no sooner were they in the water than they were washed astern. He then shouted "Each man for himself," and jumped himself into the water. Osman Pasha followed his example, but a falling spar striking him on the head he sank and was drowned. Of the total complement of 630 officers and men, only 6 officers and 57 blue-jackets managed to reach the shore. The men brought on here give a pitiable account of the condition of the survivors. Many of them, they say, were lying on the beach with broken arms and legs, the result of being dashed upon the rocks, and were suffering much agony. Others had received great gashes, and many, it is thought, will succumb before assistance can arrive.

As soon as the *Boji-maru* arrived here on Thursday night, information was given to the Police and the Kencho, and a telegram was instantly sent to Tokyo asking for instructions in the matter. Captain Credner, of H.I.G.M.'s gunboat *Wolf*, at once agreed to proceed to Kashinosaki with provisions and the necessary medical appliances, and the vessel left early in the afternoon.

The *Kobe Herald* says:—The *Ertogroul* left Yokohama on Sunday, not on Monday as the Yokohama papers reported, at about eleven o'clock in the morning. All went well until one o'clock on Monday afternoon, when a strong wind commenced to blow, increasing in violence towards night. There was a heavy sea running at ten o'clock, when they were off Oshima and the vessel was going at full steam. At that time a terrific noise was heard, and all that followed was confusion. A terrible scene ensued. Men and officers were mostly below in their berths. Those who were not killed on the spot rushed up on what remained of the deck to find the vessel foundering. The band-master says that nothing was left of the vessel but little pieces, but that is probably a picturesque exaggeration. The Captain, Ali Bey, appeared on the bridge for a moment, with a lamp in his hand. He was heard to cry out several times "Save yourselves," then he disappeared and was seen no more. The survivors say that he made no efforts to save himself. The navigating officer, Nouri Bey, perished in the same way. The chief engineer was almost the first to die. He perhaps suspected that something was wrong, for immediately before the explosion he went from his cabin to the engine-room, and when the fatal moment arrived he was literally blown to atoms. A couple of minutes after, all that remained of the *Ertogroul* as a vessel had sunk, and the sea was full of men, fighting for life, and floating *débris*.

Many, it is said, went mad, and they threw up their hands and sank. Osman Pasha, the Admiral, was swimming towards the shore when he was struck on the head by a spar and sank immediately. Those who were saved were the strongest swimmers, for the shore was quite a mile and a half distant, and there was a heavy sea running. Only 6 officers and 57 of the crew reached the land, and many of those are so fearfully injured that they are not expected to recover. It took the lieutenant and his comrade two hours to swim ashore, which they did without receiving any injury. Then they assisted some of those who were exhausted or injured to land. Out of the six officers who survive one has a broken leg and another a broken arm, while many of the men are badly hurt.

The captain of the *Boji-maru* states that the survivors are on the island of Oshima, and as far as we can make out the two places are almost identical. That they must have been very close inshore at the time of the accident is proved by the fact that so many were able to reach land. True, they were two hours in the water before they touched bottom, but had the *Ertogroul*, been on a proper course they would never probably have reached land at all, more especially when the fearful sea which was running is considered. It is probable the *Ertogroul* did strike a rock, and that the concussion or the inrush of cold water caused her boilers to explode, and that so quickly after the first shock that to those on board the two shocks were apparently merged into one.

What will be done with the 63 survivors (adds the *News*) it is impossible to say. Happily for them their vessel was the bearer of a Turkish order to the Emperor of Japan, and presumably for this season they have been entertained while in Japan as the guests of the Government. There is not a single person in Japan in charge of Turkish interests; they have no Minister, and not even an honorary Consul. As to their vessel, she has been unlucky from the first. That she had no business to be sent all this way probably no one knew better than those on board. The blame rests with the Board of Admiralty at Constantinople. She was, if we recollect right, the best part of six months negotiating the distance between the Bosphorus and Japan. At Suez or Port Said she met with an accident to her engines which detained her

fully a month, and at Colombo she came to another halt because, if report spoke correctly, she possessed not the wherewithal to exchange for coal. She had been in Japan nearly four months. She reached this from Nagasaki on May 30th, and left again on June 5th for Yokohama, where she spent a considerable portion of her time in quarantine owing to an outbreak of cholera on board soon after her arrival.

OTHER WRECKS.

Close on the news of the loss of the *Ertogroul* came the report of the total loss of the N.Y.K. steamship *Musashi-maru*, Captain Frahm. The first intimation that something had happened to the vessel was the arrival here of one of the life-boats in tow of the *Boji-maru*, the bearer of the *Ertogroul's* survivors. The unfortunate news was confirmed yesterday morning by a telegram from the head office stating that telegraphic information had been received there of the total loss of the *Musashi-maru*, off Kochi, on the night of the 16th inst., all hands, with the exception of one Japanese, being drowned. Beyond the bare fact of the loss, nothing is yet known. The *Musashi* was on a voyage from Shimonoseki to Yokohama with coal, and on her arrival there she was advertised for the Australian berth *via* this and Hongkong. She was quite a new vessel of about 1,800 tons burden, and had been out from England barely nine months.

On the same night, and presumably in the same storm, the sailing vessel *Yorinobu-maru*, also belonging to the N.Y.K., struck on the Island of Iishima, Cape Hino, just at the head of the Kii Channel, and foundered with the loss of 20 hands, only 5 of the crew being saved. She was likewise from Shimonoseki with coal for this port. Being a sailing vessel, she would carry no foreign officers.

There was a report current late yesterday evening that another sailing vessel had been lost with all hands near where the *Yorinobu-maru* struck and foundered. We have been unable to confirm the report.

LATER DETAILS.

In its issue of the 22nd inst. the same paper says:—H.I.G.M.'s gunboat *Wolf* arrived here yesterday morning at six o'clock from Oshima, bringing 65 survivors from the wreck of the *Ertogroul*. Her visit confirms the worst news. The estimate of two survivors first brought here of the number drowned is only too correct.

The survivors numbered sixty-seven, of whom only nine, we hear, were severely wounded, although all were suffering from slight contusions. There were already three Japanese doctors on the spot, but they were insufficiently provided with instruments. The presence of the *Wolf's* doctor was a godsend, therefore, and he promptly dressed the worst wounds. The men were being housed in a temple and tea-house, and said they had been very kindly treated by the Japanese, who had furnished them with food, clothes, and lodging. After the men had been looked to they were sent on board, and by eleven a.m. 65 had been embarked, two of the most physically fit being left to bury the bodies as they washed ashore. With the two survivors in Kobe, the two left at Oshima, and the 65 on board the *Wolf*, the total number saved is 69.

Some 65 bodies had already been buried by the Japanese, each body being placed in a wooden coffin, and there were about 25 more awaiting burial. The bodies were washing ashore in great numbers, and generally in one spot near the lighthouse. Many of the corpses are headless. Osman Pasha's uniform had been thrown up by the sea, but his body had not yet been seen, although an anxious look-out had been kept for it. Decomposition has already disfigured the countenances of the dead, but his body will be known by a special ring he wore.

It was the wish of Captain Credner, we hear, to accord naval honours to the dead, and he steamed round to that portion of the island where they lay, but it was too rough for him to land a firing party. The wish does the *Wolf's* commander infinite credit.

The *Ertogroul* was crowding on all steam to clear Oshima light on the evening of Tuesday when she suddenly struck, at about half-past nine, and the boilers at once exploded, blowing the vessel literally to pieces: the completeness of the destruction is borne out by the fact that nothing that can be called wreckage has come ashore. Her magazine probably caught fire at the same time, and thus added to the utter destruction of the vessel and the awful loss of life.

The *Hyogo News* of the 23rd, referring to the loss of the *Musashi-maru*, says:—The Japanese quarter-master, the sole survivor of the crew of 66 officers and men who manned the *Musashi-maru*, arrived here yesterday morning overland from Tanabe, and left for Tokyo by the *Omi Maru* at noon.

His tale is very short. He says they met with fearful weather after leaving the Bungo Nada, during which a large ventilator forward of the bridge was carried away, letting tons of water get below. They did everything in their power to cover the hole up, but the seas breaking over the vessel rendered it impossible for the crew to get near it. He was on the bridge with Captain Frahm, and so fierce was the gale and so high were the seas which swept over the vessel, and sometimes over the bridge, that they were compelled to lie down on their stomachs to avoid being carried overboard. The ship was by this time full of water from end to end. It appeared impossible they could last it out, and the end came when a huge sea took them broadside on and the *Musashi* turned over at right angles and foundered instantly." A couple of the boats were just then carried away, and he, with Mr. Miller, the chief engineer, and three of the sailors, reached one and got into her, and he saw Captain Frahm holding on to the other. The latter was, however, washed off and was not seen again. Those in the other boat were also washed out, but the chief engineer, who had a life-belt on, rose to the surface time and again, but he could never reach the boat and was at last drowned. The survivor saved himself by getting hold of a couple of oars and the boat's mast and lashing himself to them. This precaution was probably the sole means of saving him, as he states that the next thing he remembers was finding himself in a fishing junk whose crew had picked him up. The *Musashi* sank fifteen miles from land, off Tosa. The European officers were:—Captain Frahm, a Dane; the chief officer, A. Jappe, a Dane; the second officer, J. S. Peoples; chief engineer, W. Miller; second engineer, F. E. Forder; and third engineer, A McInness, all Englishmen.

With respect to the wreck of the sailing-ship *Yorinobu-maru*, a cadet, the only one saved of the thirteen apprentices on board, says that they left Hyogo for Bakan on Sunday; and on the afternoon of Tuesday the weather became threatening and the glass commenced to fall. The Captain thereupon tried to beat back to Hyogo, but was unable to do so, and then tried to beat out from the land, whither he was fast drifting. They tacked and tacked, but to no purpose, and matters reached a climax when they lost their rudder. The Captain then climbed to the mizzen-topmast head, to which he lashed himself and cried out to the others to go below. Matters remained thus until they were close to the rocks, when the Captain called all hands on deck and bade them take to the weather rigging. Just at this time the cabin caught fire by the upsetting of a lamp, but the seas breaking over the vessel soon extinguished the flames. At one o'clock on Wednesday morning the vessel struck and the Captain was the first man to be drowned, the mast, which went overboard, burying him in the water. The survivor, from whom we have these details, reached shore with the assistance of a hen-coop after being an hour in the water. He states that having taken off the whole of his clothing he was bitterly cold, and only kept himself warm by holding a couple of the rescued fowls to his breast. By the warmth he received from them he was able to sleep, and he made his bed on the sand.

In addition to the above disasters the square-rigged schooner *Nunobiki-maru*, belonging to Mr. Kawasaki, and bound from Shinagawa to Hyogo, was lost off the Island of Ishima on the same night. She left Shinawawa (Toko) on the 14th inst., and on the afternoon of Tuesday she ran into bad weather. When off Cape Hino the crew cut away the masts to ease the vessel, but she struck on Ishima during the night and was ground to pieces on the rocks. Out of a crew of 13 hands, 10 were saved. The Captain, second mate, and a boy were drowned. The body of the Captain was washed up in the afternoon, at 4 o'clock.

LATE TELEGRAMS.

LONDON, August 28th.

A terrific hurricane has occurred in Austro-Hungary, causing enormous damage, including the destruction of the National Exhibition building at Gratz.

The parish officer at Clonakilt, Cork, states that upwards of three thousand people in that locality will perish from starvation through the failure of the potato crop, unless relieved within one month.

The Australians won their return match with Gloucestershire with 8 wickets to spare.

The British Government is making enquiries into the extent of the potato blight in Ireland with a view to affording relief.

The serious strikes on the American railways are extending, and all traffic is now blocked on the Chicago and Illinois lines. Serious rioting is feared.

The artillery experiments with the smokeless gunpowder are proving highly satisfactory.

The Labour Unions here have cabled to Australia offering substantial assistance to the Australian strikers.

A convent school in Dublin has been boycotted on account of having used non-Union coal.

Another terrible cyclone has occurred in the State of Pennsylvania, destroying two hundred houses, and inflicting other damage estimated at over a million sterling.

Further details of the hurricane in France state that in addition to the enormous destruction of vineyards, over 500 houses were levelled and thirty people killed.

Gloucestershire has defeated the Australian Eleven with 21 runs to spare.

A terrible railway collision has occurred near Boston. Fifteen passengers were killed and fifty injured.

Application has been made for an injunction to close the Pelican Club on the ground that it is a public nuisance.

A terrible cyclone has occurred in the Iwra mountain.

The British-India Company are building four new steamers, each 5,600 tons register, for the Queensland trade. The vessels will have an average speed of 15 knots.

The Tilbury Dock strike has been adjusted, and the men have resumed work.

A disastrous cyclone has occurred in Switzerland, destroying a cathedral, several factores, and other buildings. Over one hundred people were killed.

September 3rd.

The dock labourers and other labour Unions have promised to give their assistance to the men on strike in Australia. Most of the English shipowners have combined and formed a powerful union representing tonnage of five million tons, and have notified their intention of assisting Australian shipowners to their utmost throughout the strike.

It is stated that Sara Benhardt, intends to visit Australia in 1892.

The strike amongst the porters, engineers, and firemen on the Illinois and Chicago railway still continues, and traffic is consequently at a standstill.

An enormous meeting of Socialists was convened at Berlin, and a conflict between the mob and police occurred. The police fired on the mob, many of whom were wounded.

Over four thousand cases of small-pox are reported to have broken out in Brazil, and the disease is spreading, causing a panic amongst the inhabitants.

ADELAIDE, September 4th.

The serious strike reported last week continues, and there appears to be small chance of an early settlement. Up to the present moment there have not been any serious disturbances, but it is feared the struggle will inevitably lead to grave collisions, as both sides express themselves firmly resolved in their determination not to recede from the position taken up. All the fine vessels engaged in the intercolonial shipping trade are now laid up, and trade generally is completely paralysed. The supplies of coal at the various gas manufactories are estimated to be sufficient for nearly a fortnight: if the strike is not ended before that date all the chief cities in the colonies will be plunged in darkness, entailing an incalculable amount of confusion and inconvenience. News from Broken Hill states that the smelters in that district will be compelled to suspend operations next week unless a supply of fuel be obtained in the meantime; the managers are endeavouring to arrange for temporary supplies of firewood in order to keep things moving. The smelters at Port Pirie and Dry Creek will also have to shut down in a few days for the same reason. All the coal mines are now idle awaiting the result.

The whole outlook is at present most gloomy. A general rise is taking place in the price of commodities. There is every indication that the struggle will prove more protracted, determined, and bitter than any previous conflict between labour and capital that has taken place in the colonies.

Strong precautionary measures are being taken by the authorities in Sydney, Melbourne, and Brisbane with a view to checking the disturbances likely to take place before the matter in dispute is adjusted, a number of special constables having been sworn in each of the cities named.

CALCUTTA, September 7th.

The gold boom is still the absorbing topic. Chota Nagpore, Sonapets and Patpats are the principal favourites. Patpats are nearly two rupees on anticipation of the issue of scrip; Chota Nag ore 14½. The Sonapet is believed to be the soundest company of all, having the best report of gold. It is also strongly held.

Foods on the Eastern Bengal Railway, caused a temporary derangement of traffic yesterday, a bridge near Bogoola having been damaged. The mails and passengers are transhipped by boat. It is hoped the damage will be repaired by Wednesday. The delay in transit of jute is likely to cause heavy loss by demurrage, as many vessels are waiting for freight.

BOMBAY, September 9th.

Captain Charles Norman, who was until lately an officer of a British Regiment, and who has lately picked up a somewhat precarious living, went to native jewellers and others and obtained various articles to the value of over two thousand rupees, representing himself as Secretary to the Sirdar Dilar Jung, and a personal friend of Colonel Becher and the Commander-in-Chief. He promised to send cheques at a given hour on the same afternoon, before which he had started for Europe on the steamship *Etolia*. Warrants for his arrest will be served at the first port of call of the steamer. Norman is well known among military men, having served in most parts of India and several times acted as Military Correspondent for various journals.

September 10th.

A Central News telegram says that the statement that the Queen proposes to publish the Prince Consort's correspondence with Emperor William I and the Crown Prince Frederick is officially denied.

Cholera has broken out at Tokar.

A Parsee property owner near Kallinn was brutally murdered on Sunday by four tenants who beat him almost to a jelly and threw the body into a creek and covered it with stones. A servant who was with him escaped and gave information to the police. The body has been found and four men arrested in connection with the affair.

The pilgrim steamer *Deccan* returned here yesterday from Camaran, where she had been in quarantine since 3rd July. Cholera had broken out on the ship before its arrival there, and the pilgrims were not allowed to land at Jeddah. A hundred deaths occurred on board.

LONDON, September 10th.

In the conflict between the Yorkshire Regiment and the strikers at Southampton yesterday, Lieut. Abercrombie had his nose broken by a stone. The troops now hold the roadway dividing the railway from the dock. The companies refuse to recognise the Union.

Two hundred more soldiers were brought into Southampton yesterday to assist in restoring order. Gunboats are patrolling the harbour to prevent picketing. All last night, the most riotous scenes took place, and the infantry cleared several streets at the point of the bayonet. At midnight things had quieted down, and the military are now guarding the approaches to the docks and other points.

Another version of the Southampton riots is as follows:—

Southampton was the scene of intense excitement in consequence of riots arising out of the dock labourers' strike. Crowds of strikers paraded the streets and stoned two companies of the Oxfordshire Light Intantry, who had been called out to assist in the maintenance of order. Several men were in injured and Lieutenant Abercrombie had his nose broken. The Riot Act was read by the Mayor, whose premises were promptly stoned by the strikers. The soldiers were then ordered to charge the mob with fixed bayonets, and many of the rioters were injured.

Systematic and extensive forgeries of postage stamps have been discovered at Bombay. A collector in London having received one which he believe to be forged, gave information to the Postmaster-General, who communicated with the Post Office authorities at Bombay, and the forgers have been traced and arrested with dies and all the necessary appliances and a large number of forged stamps. They have been brought before the magistrates and remanded. The frauds have been going on, it is said, for seven months, and large numbers of stamps were distributed through the vendor who supplied most of the firms in Bombay. The forgeries are an excellent imitation, lacking only a star in the water-mark.

BOMBAY, September 11th.

Much sympathy is felt for the Mussulman pilgrims, who returned here this week after being in quarantine at Camaran since 3rd July and were not allowed to land at Jeddah. Later intelligence shows that one hundred and fifty died and the rest ran short of provisions and their money to buy supplies, besides losing the opportunity of becoming Hajis. Many are now destitute.

The attempt to raise a Volunteer Reserve for Bombay has ended in failure, only six sending in their names. Of these one was a Parsee and one a Beni-Israelite, both of whom were ineligible.

CALCUTTA, September 11th.

In discussing the probable method by which the Government of India will take up the two crores of paper required under the new Currency Reserve Act, the *Englishman* states that the voluntary conversion of ½ (?) per cent. securities is proceeding most successfully, three crores having already been presented for transfer and as much as one crore in the final week of August. This is the largest financial scheme ever projected in India and when completed will save ten lakhs annually. The *Englishman* believes Sir David Barbour will borrow a leaf from Mr. Goschen's book and convert one of the 4 per cent. loans. Government can give three months notice of cessation of interest in one of its many four per cent. rupee loans. Simultaneously it might issue a new loan of equal amount, but bearing a lower rate of interest, say 3½ or 3¾ per cent. Of this loan it would itself take two crores for currency reserve, issuing the remainder to the public. With the proceeds of this issue and the two crores of released cash reserve it would redeem the four per cent. loan at par. The transaction would be a profitable one to Government in every way, and time being now favourable, we should not be surprised if this, or even a more comprehensive conversion scheme, were adopted. A general conversion of rupee securities would mean a great annual saving of interest, and, where economy is in question, the sweet simplicity of Indian four per cents would be disregarded, as was that of British Consols.

CONSTANTINOPLE, September 11th.

An Armenian has stabbed and wounded the Armenian bishop here because he procured the conviction of Koumkapo and others for the part they took in the recent riots.

LONDON, September 11th.

The Lancashire textile operatives have suspended connection with the Trades Union Congress, as they disapprove of the eight hour's movement.

A NATIVE FINANCIAL CRISIS IN SINGAPORE.

The Chitties of Singapore, and those Asiatic traders who are in debt to them, says the *Straits Times*, are standing on the verge of bankruptcy; and yesterday (19th inst.) for nearly three hours the situation was under discussion at a meeting which comprised the bank managers, a representative of a continental banking house, two solicitors, a Chinese towkay, and the Official Assignee. The position is that the Chitties are indebted to the Banks in the sum of over 2½ millions of dollars, being the balance of a much larger indebtedness which gradually has been reduced to the present point. But now things are at a dead-lock; the Chitties cannot possibly pay off their indebtedness at once, and they say that they cannot even do so over a series of years, if the amount is swelled by the customary 9 or 10 per cent. interest. What they desire is to be allowed to spread repayment over six years, and to pay only a small rate of interest. Now, to that, we believe, none of the bank managers have any material objection, if there were any security for the dealings of the Chitties with the monies which in that long interval they will collect and with the assets which they will realise; but the obvious difficulty is that conceivably an unsecured arrangement with Asiatic money-dealers might mean in effect that the last state of the creditors would be worse than the first. If the Chitties could be dealt with as Englishmen would be in a similar situation the natural thing to do would be to cause them to pay their collections into the hands of a receiver, and it is partly with a view to that contingency that Mr. Hornby is called into council. In the meantime discussion of the matter is suspended for further consideration, the situation being that the manager of the Bank that has been most identified with the Chitties is disposed to put trust in their promises, while the managers of the other Banks would prefer some better security.

The public interest in the matter is of course the effect that the bankruptcy of the Chitties would have on "bazaar," and it must be frankly admitted that that would be very great. But on the other hand it is conceivable that a general smash up of a hundred or two weak traders would be a benefit, rather than a danger, to the Settlement and its trade. For the greatest of all commercial dangers is the maintenance of a trading fabric in a tottering condition. All these considerations are duly present in the minds of the Bank managers in whose hands the situation rests, and they will have their due weight. But the real point at issue is whether it is or is not prudent to allow the Chitties to have the uncontrolled handling of their assets during the period of grace for which they ask; or, if some control be advisable, what amount of control will serve as a precautionary measure with unduly discouraging the Chitties from individual effort, and without hampering their peculiar methods of handling and helping their debtors in the bazaar.

THE CHINESE NAVY.

A correspondent writes as follows in *The Times*:—The unexpected resignation of the commission which Captain Lang held under the Chinese Government as European director of their fleet is generally regarded as a retrograde measure, and as entailing a check to China's plans of becoming a great naval Power in the Pacific. It suggests a consideration of the attempt made by the Peking Government within the last thirty years to create a war navy in accordance with modern requirements, for it must not be supposed that China only realised her weakness at sea when Captain Lang was appointed to the command a few years ago. The foreign war of 1859-50 brought home to the Chinese their weakness at sea, and one of their first measures towards placing themselves in a better position of defence was to purchase foreign-made ships and to employ foreign officers. The results of thirty years' attention and outlay can only be described in qualified terms. China has acquired many valuable ships of war, but in some of the essentials for a good navy she is still lamentably deficient, and in none is the want more perceptible than in trained and efficient officers. The resignation of Captain Lang and the other European officers, nearly all of whom have followed his example, deprives China of the only officers worthy of the name that she possessed. Then follows some account of the Lay-Osborne attempt to give China a navy which as our readers know, resulted in a fiasco, and a so of the necessity for a navy shown by the Japanese-Formosan Expedition, and the troubles with Russia and France. For the first in its history Chinese men-of-war ploughed the seas from Korea to Sumatra, and the Imperial ensign became familiar at Singapore, Söul, and Nagasaki. The security with which these expensive ironclads traversed the dangerous seas of the East was due to the skill and practical knowledge of Captain Lang and his few subordinates, although the Chinese Admiral Ting and other native officers may have been misled by national vanity into the belief that they were capable of directing unaided the cumbrous and costly engines of modern naval warfare. It will thus be seen that Captain Lang's endeavour to bring the Chinese navy up to the times has resulted in very much the same *impasse* as occurred in 1863, when Captain Sherrard Osborn was intrusted with a somewhat similar task. On this occasion China has acquired, and also retains, a fleet of valuable warships, but she has not the necessary *cadre* of trained officers to make them of any use. They are far too valuable to be intrusted to any but trained officers and engineers, and these can only be found among Europeans.

The enumeration of the vessels belonging to China shows that the Chinese Government has purchased at very great cost a considerable number of modern warships. They have also constructed the necessary harbours, repairing docks, and arsenals to keep up its efficiency. Moreover, the sailors have shown themselves fairly expert in their duties, and, therefore, it may be confidently asserted that China has made real progress towards obtaining a navy adapted to modern conditions. But the value of the whole acquisition disappears if the officers are incapable and destitute of the necessary knowledge and experience. Such is unfortunately the case of the Chinese naval commanders, and Li Hung-chang will add another to the many services he has rendered his country and Government if he succeeds in surmounting the present difficulty.

Mr. H. N. Lay writes in reply to the above:—It was while I was on leave in England that authority came to me from Peking through my *locum tenens*, Mr. (now Sir) Robert Hart, to purchase gunboats for the Imperial Government. An order of the kind demanded serious thought, and was not one, you will admit, to be dealt with, as I wrote at the time, as a mere order for wares. I held the opinion that it was a commission that no private individual should be allowed to execute without the direct and public recognition of his own Government, imposing on him the accountability that attaches to such authority. I, therefore, laid the whole matter before Lord Palmerston, then Premier, and in the result an Order in Council was given to Captain Osborn and myself to carry on military and naval operations in China for two years. That license was given in reliance upon the pledge exacted from me, which Mr. Gladstone, a member of the Government at the time, will doubtless recall "that I would never allow the fleet to be abused."

Notwithstanding the fundamental change effected by the Treaty of 1858, to wit, the establishment of direct relations with the Imperial Government, centering responsibility at Peking itself—our experiences from 1842 having taught us that relations simply with the provincial governors had only produced aggression and war—I found on my arrival at Peking that the Chinese Ministers were aiming at the restoration of the old system. But as the Imperial Government had ordered the force, I naturally applied to it for the commissions for Captain Osborn and his officers. The Chinese Ministers suggested that they should have commissions from each of the provincial governors, to which I answered. "Suppose a governor to give an order that turns out to be indefensible, on whom is to rest the responsibility of its execution? Here you will disavow according to expediency, and what will be the position of Captain Osborn and his officers in that event?" —to which but one reply was possible.

The Chinese were, however, somehow led to think that if they terminated their engagements with me they might be able quietly to revert to the old order of things, while they gained the impression that they could count upon the suppression of the Taeping rebellion without the naval force.

General (then Major) Gordon had found his position, while acting at Shanghai under local authority, intolerable upon all grounds, and had so expressed himself to me, and had actually resigned his command in consequence, refusing to give his services further unless he was placed under direct Imperial authority, his experience after actual trial thus confirming the soundness of my action. A little later General Gordon, yielding to the suasion of Sir V. Bruce, resumed his old position, and by his military genius crushed the rebellion. But how did the provincial authorities treat him? Soochow surrendered on terms to which Gordon had pledged his word. The surrender made, his terms were ignored, and those who had surrendered on the condition that their lives should be spared were promptly put to death.

Had I persuaded Captain Osborn and his officers to accept commissions from local governors as sufficient protection for their acts, and similar breaches of faith, "abuses of the fleet," —only on a much larger scale than what occurred at Soochow—had taken place, where with my knowledge would have been my defence, and what my position *vis-à-vis* the Order in Council and the solemn assurances I had left behind me in England?

All other questions aside, and there were not a few quite as grave, I could not act in the teeth of my engagements and acquiesce in the proposition of the Chinese Government, and I elected to sacrifice my position and the splendid baits held out to win my consent, and leave work of which I had been for years engaged in laying the foundation. After dispensing with my services the Chinese Ministers placed in my hands £70,000 to defray the expenses of the return of the force to this country, $30,000 of which I returned to them, as it was not required. The above brief *resumé* represents the sole cause of conflict relative to the naval force, and I am bold to say that the wisdom of the course pursued by me has since been again and again confirmed, and is now reinforced afresh by the resignation of Captain Lang.

PEOPLE BOUND TO THE STAKE.

The great majority of people have to work for a living with hands or head, or both. Very well. To make our living we *must* be able to labour so many hours in a day, days in a week, weeks in a year. Very good again. But suppose we each had an enemy who possessed the power to tie us up with a rope when he pleased. To-day he ties only the left arm, to-morrow the right, the next day a leg, and so on. Once in a while he ties us to our beds and keeps us there a week. How much would he cost us in hard cash in a year? and how much would it be worth to us if we could chain him to a rock or hang him with his own rope? Let us have a rough illustration or two.

A man was working on the Midland Railway as a signalman. We all know what the position is, and have some idea of the labour and responsibility. Well, he kept at it for several years, never missing a day. He knew his business, nobody better, and nothing went wrong on his section of the line; but by-and-by his enemy began to tie him up. Somehow he couldn't eat with a relish any more; when he tried he was taken with such a distress it took all the life out of him. Then he would have times when he was so giddy that everything went round and round like a whirligig. If this had happened when he had a signal to set, a collision might have come of it: happily it did not. Other ropes were tied around him: he had pains in the chest and sides, his bowels became costive, tongue coated, bad taste in the mouth, heartburn, weakness, &c. The doctors said he would have to give up his situation; but he couldn't. There were the wife and children to be looked out for, and only his earnings to do it with. But finally he broke down altogether, and was laid up for weeks, unconscious part of the time. Then, we may say, he was tied hand and foot. His enemy had him fast, and came nigh killing him. One day, after the doctors had given him up, his mind was clear, and he remembered a medicine—half the bottle full—he had hidden away in a locker in a signal box and forgotten all about it. He sent for it and took a dose. In less than a month he was a well man; the ropes were all cut away. If you write to him (Andrew Aggo, Culgaith, Cumberland) he will tell you this medicine was Mother Seigel's Curative Syrup, and his ailment was indigestion and dyspepsia. But, whilst he was ill with it, he might as well—yes, better—have been tied to a stake.

There are lots of cases of this sort all over England—all over the world. A few of them we hear of; millions of them we never hear of. Sometimes it is heart disease; sometimes rheumatism; sometimes consumption; sometimes general debility; sometimes kidney and bladder complaint; sometimes nervous prostration; sometimes liver disorder. That is, the doctors call it by all these hard names, but at bottom it is indigestion and dyspepsia, and all these other so-called diseases are just tokens and symptoms of that—neither more nor less. If a man never had any trouble with his stomach, he might live for ever, for aught we can tell. Yet how, in Mercy's name, can a man or woman work with death and corruption inside of the body—with the stomach full of decaying food, sending poison through the blood to every joint, muscle, and nerve? This is what dyspepsia does. Indigestion is a slow but sure poison, just as taking so many grains of arsenic every day would be.

Here is another case, that of a railway fireman, who writes from Hurlford. He says: "I have been a sufferer from indigestion and dyspepsia for three years; I tried several doctors, but got worse all the time. At last I went to a chemist and he promised to cure me in a week or two. He sold me three very expensive bottles of medicine, and all the effect I felt from it was the loss of my money. Then I got hold of a bottle of Mother Seigel's Syrup, and was better almost at once. How sorry I am I didn't use it years ago!" We can give this man's name if you care to have it. He didn't want it printed. But he was as good as tied up for a long while. Illness is a strong rope.

Here is one more illustration. Mr. R. B. Hopton, of Long Weston, says: "I am sixty-eight years old. Mother Seigel's Syrup has not quite made me a young man again, but it has cured me of asthma, nervous prostration, and a throat ailment arising from impure blood. I was too ill to labour, yet can now do my work, thanks to that great remedy. You may publish the fact. The whole complication came first from indigestion."

And this is the way people are bound until Mother Seigel's Curative Syrup sets them free.—[*Adv.*

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEETHEART" COMPANY.

OPENING NIGHT,
THIS EVENING, September 29th.

The great London success, the Musical Comedy, in 3 Acts,
"MY SWEETHEART."

Miss Gracie Plaisted as "My Sweetheart," combining in herself Youth, Beauty, Charming Voice, Humour, Dancing, and Grace.

CHARACTERS:

Tina Miss GRACIE PLAISTED.
Dr. Oliver.....Mr. J. HARTLEY.
Harold Bartlett Mr. J. WEBB.
Joe Shotwell, "The Old Sport",Mr. I. L'ESTRANGE.
Dudley Harcourt.....Mr. D. C. SMITH.
Farmer Hatzell.....Mr. C. A. WILLOUGHBY.
Mrs. Hatsell.....Miss JEWEL DEANE.
Little Peek-a-boo.....Miss MAY.
Mrs. Fleeter.....Miss J. LAWRENCE.
Tony Faust Mr. CHARLES HARDING.

TO-MORROW NIGHT,
repetition of
"MY SWEETHEART."

Box Plan at Messrs. KELLY & WALSH'S.

CHAS. HARDING,
Manager.

Hongkong, 29th September, 1890. [1335

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA,"

Captain F. Speck, will leave for the above place, at 8 A.M., TO-MORROW, the 30th inst.

E. L. WOODIN,
Superintendent.

Hongkong, 29th September, 1890. [3

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Ports, on WEDNESDAY, the 1st October, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 29th September, 1890. [1361

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER,"

Captain M. Eichel, will leave for the above Ports on or about the 5th October.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th September, 1890. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"NECKAR,"

Captain H. Supmer, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th September, 1890. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 26th day of October, 1890, at 10 A.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 23rd September, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 29th September, 1890. [4

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS current in this Colony and weighing 7.1.7 in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the District Paymaster, Army Pay Department, until 11 A.M., on WEDNESDAY, the 1st proximo.

The Tenders to state the total amount required (in pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

C. N. CHAUNCY,
Colonel,
Chief Paymaster, China.

Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 29th September, 1890. [1363

CHINESE IMPERIAL GOVERNMENT 7 PER CENT. SILVER LOAN OF 1886 E.

8TH DRAWING.

INTEREST due and drawn BONDS of this LOAN will be payable at the Offices of the Corporation, on and after the 30th instant.

Lists of drawn Bonds can be obtained on application to the Undersigned.

For the Hongkong and Shanghai Banking Corporation,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, 29th September, 1890. [1364

TO LET,
Possession from 1st November, 1890,

FIRST FLOOR No. 1, Blue Buildings,
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 29th September, 1890. [1368

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESHAWUR," Capt. W. A. Wheler, with Her Majesty's Mails, will be despatched from this for LONDON VIA BOMBAY and SUEZ CANAL, on THURSDAY, the 2nd October, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 24th September, 1800 [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 9th October, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 16th September, 1800 [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA on TUESDAY, the 21st October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European Points at proportionate rates. Special reduced rates granted to Offices of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 29th September, 1890. [1

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration).

PARTHIA.....	SATURDAY...	Oct. 11th.
SUSSEX	FRIDAY.....	Oct. 31st.
BATAVIA.....	SATURDAY...	Nov. 14th.
ABYSSINIA...	THURSDAY...	Dec. 4th.
PARTHIA.....	THURSDAY...	Dec. 25th.
BATAVIA.....	SUNDAY	Jan. 25th.

THE Steamship

"PARTHIA"

Captain J. Panton, sailing at NOON, on SATURDAY, the 11th October, will proceed to VANCOUVER, *via* SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

— RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria	$210.00
To Port Townsend, Seattle, Tacoma	$213.00
To Portland, Oregon	$220.00
To Winnipeg, Minneapolis, St. Paul	$260.00
To Chicago, Kansas City, Milwaukee	$275.00
To St. Louis, Detroit, Cincinnati	$280.00
To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington	$290.00
To Quebec, Boston, Portland (Maine)	$295.00
To Halifax, St. Johns	$305.00
To Liverpool	$325.00
To London, *via* Liverpool	$330.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. —Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

6 months at 25 per cent. off Return Fare.
3 " " 50 per cent. " " "

(Time is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars.)

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 29th September, 1890 [41

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th prox., will be subject to rent. No Fire Insurance has been effected.

Consignees are also hereby informed, that all claims must be made before the departure of the steamer, otherwise they will not be entertained.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th September, 1890. [1352

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABYSSINIA," FROM VANCOUVER, YOKOHAMA, AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 24th September, 1890. [41

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

The CARS RUN between St. John's Place and Victoria Gap as follows:—

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACKEWEN, FRICKEL & Co.,
General Managers.

Hongkong, 30th April, 1890. [698

Intimations.

W. BREWER.

HAS JUST RECEIVED

FINE assortment of best quality English Shoes consisting of
Brown Russia Shoes.
Kid Morocco Shoes. Brown Calf Shoes.
Russia Leather Boots.
Buckskin Boots and Shoes.
Also Ladies' and Children's Boots and Shoes.
All at very reasonable prices.
A large quantity of Sensible Children's Toys, consisting of
Tool Boxes, Battledore and Shuttlecock.
Boxes of Picture Blocks, A. B. C. Blocks.
Singing Tops, Dinner and Tea Sets.
Guns, &c., &c.
Fresh Egyptian Cigarettes.
Sweet Caporal and Straight Cut Cigarettes.
Gold Leaf Tobacco, an excellent cool and fragrant Tobacco for Pipes.
Continuous and other Drawing Paper.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 17th September, 1890. [156

PIANOS ON HIRE. **A. HAHN.** PIANOS FOR SALE.

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, TOYS, FANCY GOODS, &c., &c., &c.

No. 2, PEDDER'S STREET.

Hongkong, 16th August, 1890. [1126

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERAI and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and
CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.

Hongkong, 28th July, 1890. [139

G. RENNIE STEWART,
MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT,
12, D'Aguilar Street, Hongkong.

AGENT FOR

J. & R. HARVEY & Co., Dundashill Distillery, Glasgow.
McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.
Valentia Iron & Steel Co., Glasgow.
Pulsometer Engineering Co., London, Ice Machines.
Wilson & Baird, Engineers' Ironmongers, Glasgow.
Boyd & Robertson, Tweed Mills, Selkirk.
Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Cooking Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Helmets, Paints, Oils, Varnish, Enamels, etc., etc.

Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery Belting in Leather, Rubber, and Patent Toughened Hair, Patent Scandinavian Belt Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc., can be seen and prices ascertained at the above address.

The Pulsometer Engineering Co.'s No 1 Champion Hand Ice-Making Machine can also be seen and tried.

Hongkong, 28th August, 1890. [1230

PURE ICE.

IN from two to three minutes, by the Pulsometer, Engineering Co.'s Champion Hand Ice-Making Machines.

NO FREEZING POWDERS REQUIRED.

Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice Sparkling Wines, Soda Water, Beer, etc.

The No. 1 Machine is very portable and compact—Measurements 24" by 18" by 12."

The No. 1 Machine can be seen and tried, and prices ascertained at the Office, No. 12, D'Aguilar Street.

All Machines tested by actual Ice-making before delivery.

G. RENNIE STEWART,
Agent, Hongkong.

Hongkong, 28th August, 1890. [1231

W. S. MARTEN,
ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in the Caine Road. Rent moderate.
Splendid View of the Harbour.
Apply to
W. S. MARTEN,
2, Duddell Street.

Hongkong, 3rd July, 1890. [999

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.

Established 1880.

Hongkong, 20th January, 1890. [159

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark *an open hand in red.*

REJECT ALL OTHERS.

Agents in Hongkong
F. BLACKHEAD & Co.

Hongkong, 26th July, 1890. [1093

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong 24th June, 1881. [955

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1072

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequaled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co.,
16 Bund, Yokohama,
next door to
527] Farsari's Photographic Studio.

CAPTAIN GEORGE TAYLOR,
INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address:
POWERS,
Nagasaki.

Hongkong, 8th April, 1890. [571

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.

Hongkong, 2nd December, 1889. [39

Dr. Knorr's
ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 29th May, 1880. [443

NOTICE.

JKYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JKYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [12

Intimations.

J. & R. HARVEY & Co.,
DUNDASHILL DISTILLERY, GLASGOW.
Established 1770.

SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
O.H.M. Old Highland Malt Whisky
F.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to
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Sole Agent for China and Japan.

Hongkong, 28th August, 1890. [1220

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the SECOND CALL of £10.12.6 Sterling per Share on the 20,000 Shares, NEW ISSUE, of this Corporation will fall due on the 30th September current in London, Calcutta, Bombay, Shanghai and Hongkong.

Registered Shareholders are requested to pay at the respective offices the above Call or its equivalent in the currency of the above mentioned places, sending at same time the Provisional Certificates to be endorsed.

The rate of Exchange for the Second Call is fixed in Hongkong at 3/7⅛ per $ or $58.285 per Share.

Interest at the rate of 8 per cent. per annum will be charged on overdue Calls.

By order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, 25th September, 1890. [1344

LABUK PLANTING COMPANY, LIMITED.

UNPAID THIRD CALL
of $5 per Share due 17th April, 1890.

NOTICE is hereby given to Holders of Shares that unless the above CALL is paid together with interest at the rate of 12 per cent. per Annum from said date to the Undersigned the Shares will be dealt with in accordance with the Articles of Association.

TURNER & Co.,
General Managers.

Hongkong, 22nd September, 1890. [1332

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS 1, Ice House Road are suitably lighted to produce all styles of Portraiture in any weather.

CABINETS from $6 a dozen.
CARTES DE VISITE from $3 a dozen.
LIFE SIZED BUSTS in Colour, or Black & White.
IVORY MINIATURES, &c., &c.
NEW VIEWS OF HONGKONG and the Coast Ports are always ready.

Hongkong, 24th September, 1890. [1340

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS, KOWLOON.
OFFICE—No. 12, D'Aguilar Street.

Hongkong, 25th August, 1889 [26

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [15

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1880. [54

SCOTT'S
EMULSION
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda
PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

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Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (LIMITED).

Hongkong, 12th December, 1889.

For Sale.

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, IRROY'S CHAMPAGNE, CLARET, HOCK, BRANDIES, WHISKIES MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES, SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS, BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 21st November, 1889. 11

FOR SALE.

AT THE PEAK.

"THE FALLS" on R. B. L. No. 28.—A well built six-roomed House, at present let on lease for one year.

For full particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.

Hongkong, 12th November, 1889. [28

FOR SALE.

THE Schooner
"MONTIARA,"

Length..... 75 feet.
Beam..... 18 "
Depth of hold..... 7½ "
Registered tonnage..... 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)

The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and newly re-coppered. She is lorcha-rigged with the best canvas sails. Draft of water 7 feet.

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Hongkong, 9th April, 1890. [579

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THE HONGKONG JOCKEY CLUB RACE MEETING, 1890.

A Full Descriptive Report, in pamphlet form.

Orders may be sent to the following Agents:—
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Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
The Hongkong Trading Co., Ltd.
or to
The "Hongkong Telegraph" Office,
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Hongkong, 8th March, 1890.

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enameled Dial

WATERBURY WATCH.

SERIES J.—For Gentlemen, or large size.
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$4.75 each. Winds in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also

SERIES E.—The "Good old favorite." The best form of the original Waterbury: offered at the reduced price of $3.70 each.

Orders from Out-ports to be accompanied by remittance for cost.

THE MITSUI BUSSAN KAISHIA,
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No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 20th February, 1890. [1198

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS, NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
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MAX HAABEN'S FRANKFURT on M.
CONSERVED MEATS,
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CEMENT from the celebrated Factory of Hemmoor.

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FLENSBURG STOCKBEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS,
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889. [130

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